Supporting Evidence for Bluegill Triple Prime UAP shootdown theory

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Overview:

This research relates to the events surrounding the Bluegill Triple Prime nuclear test on 26 October 1962, in which both fully and partially declassified sections of U.S. Government footage clearly show an object tumbling out from within the nuclear fireball as evidence of a method of planetary defence against potentially hostile UAPs. The recovery operations of the object debris by elements of the United States Navy in attendance are documented in the vessel deck logs over the period of 26-31 October 1962.

Theories posited:

Primary theory:

1. Inconsistencies between two or more U.S government organizations regarding declassification requirements has resulted in two separate Department of Energy pieces of high-speed footage being released to the public in 1998 that show unidentified anomalous phenomena tumbling out of the fireball of the Bluegill Triple Prime high altitude nuclear test on 26 October 1962.

Secondary theory:

1. Thirty-seven days prior to the Bluegill Triple Prime test, an unidentified object was also filmed following an Avco Mark 4 re-entry vehicle during the terminal re-entry phase of the Atlas 8F ICBM test in the Atlantic Missile Range for approximately 90 seconds. The post-flight test report clearly states that the objects' *"origin or identification could not be determined".* The Bluegill Triple Prime test also used the Avco Mark 4 re-entry vehicle, however in its case it was armed with the XW-50-X1 nuclear warhead. It is hypothesised that this device detonated at an altitude of 48km whilst the unidentified object was still following the RV, sending the object crashing into the Pacific Ocean 35km south of Johnston Island.

2. A well-known effect called *thermo-mechanical spall* caused by high energy X-rays was the primary factor in causing the terminal flight disruption of the UAP seen tumbling from the Bluegill Triple Prime fireball, through physical damage of the propulsion mechanism and / or flight surfaces.

3. The U.S. Navy successfully recovered debris from the Surface Zero area of the Bluegill Triple Prime test, according to the deck log entries of vessels involved in Operation Fishbowl. The location of where this debris was transferred to under USN may also be able to be resolved – the Atomic Energy Commissions' Albuquerque Operations Office, under the direction of Assistant Director of the AEC Division of Military Application Lawrence Preston Gise was the primary point of contact for the Operation Fishbowl high altitude nuclear test series.

Documented evidence for these theories:

- Department of Energy footage declassified partially or in full in 1998.[1]
- A Department of Energy commissioned report in 1984, showing instrumented aircraft array and position during Bluegill Triple Prime test.[2]
- Scientific Deputy Commander of Joint Task Force 8 for the resumption of atmospheric testing in 1961 (Operation Dominic) was William E. Ogle. His report "*AN ACCOUNT OF THE RETURN TO NUCLEAR WEAPONS TESTING BY THE UNITED STATES AFTER THE TEST MORATORIUM 1958-1961*",[3] completed after Ogle's untimely death in 1984 provides most of the scientific details as evidence for the basis of the theories posited here.
- Three KC-135 aircraft were refitted with instrumentation to capture data of the Bluegill Triple Prime test. At least one aircraft had the instrumentation operated by Edgerton, Germeshausen, and Grier, Inc (EG&G) under contract to Los Alamos Scientific Laboratory for Task Unit 8.2 of Operation Fishbowl, the high-altitude test program for Operation Dominic.[4]
- Los Alamos Scientific Laboratory (LASL), Sandia Laboratory and Lawrence Radiation Laboratory (LRL) had instrumentation onboard the KC-135 aircraft. The Defense Atomic Support Agency (DASA) also operated one or more of these KC-135 aircraft.[5,6]
- Ogle states that two of the KC-135s were almost directly below the nuclear detonation to film the fireball and X-ray phenomenology in the first few microseconds of the blast, whilst the third aircraft was located at the conjugate point several hundred miles away to observe cloud formation. Using the aircraft array positions and aircraft tail numbers from the DoE commissioned report, the two aircraft from which the footage was filmed have been identified as those designated KETTLE 1 and KETTLE 2.[7,8] Attachment 3 shows their positions relative to the test at the time of detonation.
- The theory that two or more laboratories analysed their assigned footage independently and then proposed differing classification levels is supported by both well documented animosity between LASL, LRL and DASA[9,10] and scientists involved in Operation Fishbowl and follow-on analysis.[11]
- The slow-motion footage that I have labelled "KETTLE 1" clearly displays a flaming object tumbling from within the fireball. The fact that this is an unexpected event is demonstrated by the EG&G camera operator moves the camera focus away from the nuclear fireball momentarily to search for the tumbling object. In doing this, the operator has lost vital data of the first microseconds of fireball growth, which was the entire reason for filming it.[12]
- The slow-motion footage that I have labelled "KETTLE 2" shows the effect of high energy X-rays on the atmosphere and is termed the "Alpha" effects. Alpha is how fast he neutron population double and is very important as a fundamental measurement of how well the fission process is actually taking place.[13] At the declassification review in 1998, the Defense Special Weapons Agency team led by Dr. Byron L. Ristvet[14] applied a large

white triangle as a sanitization device on the KETTLE 2 footage, within the area of the fireball that the object can be seen tumbling from in the KETTLE 1 footage. As the Originating Controllers (ORCONs) of the two pieces of footage were individuals from different laboratories, it is posited that this is the root cause of the classification discrepancy between KETTLE 1 and KETTLE 2. Dr. Ristvet is currently employed as a consultant to Lawrence Livermore National Laboratory (known in 1962 as the Lawrence Radiation Laboratory) and may be assisting Dr. Greg Spriggs, the team lead for the LLNL atmospheric nuclear test footage digitisation project.[15] He was unable to discuss any aspects of his previous work, citing current security clearances and my Australian citizenship.

- In response to my 21st October 2023 Mandatory Declassification Review request of the KETTLE 2 footage, the Department of Energy replied on the 28th June 2024 that they were unable to locate the footage. This footage displayed data on a unique "double pulse" of energy during the weapons test that has not been recorded since. (Attachments 1 & 2).
- The Bluegill Triple Prime high altitude nuclear weapons test was devised as a response to the 1961 RAND report "*Some New Considerations Concerning Nuclear Test Ban*", which highlighted the susceptibility of the U.S. ICBM re-entry vehicles to high energy X-rays.[16] In a process described by Ristvet as *thermo-mechanical spall*,[17] X-rays produced by high altitude nuclear detonations create an internal shockwave when it heats up exposed materials. In the case of thermonuclear weapons, this shockwave can be used to destroy the plutonium pit internally and therefore causing them to have drastically reduced yields or fail to detonate completely.
- This "X-ray RV Kill" process was proposed to be used on the Nike Zeus and Nike Hercules missile systems as a defense against Soviet nuclear attack[18]. The Bluegill test was initially designed for the Nike X[19] system with a special enhanced version of the W-50 warhead that increased the number of X-rays produced using a weapons tamper and radiation casing components made from gold, due to it having only 1 electron in its outer valence shell. The hot plasma during the first few microseconds of detonation causes the electrons in the gold atom's valence shell to be rapidly ejected, which in turn causes Bremsstrahlung radiation to be emitted as an X-ray photon when the electron slows down as it approaches the nucleus of other atoms nearby.[20,21,22].
- Sandia documented the design history of the W-50 warhead, including the XW-50-X1 enhanced X-Ray weapon design. The proposal for the XW-50-X1 for use on the Nike Zeus missile system was forwarded to Brig. Gen. Alfred D. Starbird, Director -Division of Military Application of the Atomic Energy Commission on August 25, 1960.[23] The XW-50-X1 variant was approved for production in June 1961.[24]
- None of the other 4 nuclear tests of Operation Fishbowl had any portion of the slow-motion X-ray phenomenology footage partially sanitized as the Bluegill Triple Prime KETTLE 2 footage has been.[25]
- The reason for this sanitization was questioned in personal communications with a former LASL scientist Dr John Zinn, who witnessed the test and later wrote several Restricted Data reports on this specific event. Zinn also suggested the reason was most likely

different people with different opinions of classification rules.[26] Dr. Zinn refused to speculate on what the tumbling object depicted in the KETTLE 1 footage may have been.

- Both Ogle and the DoE commission report state that the instrumentation pods ejected during mid-course flight of the PGM-17 Thor missile during Bluegill Triple Prime shot performed as expected and were successfully recovered after the test, as were the instrumentation rockets flown before and immediately after detonation.[27,28] The object tumbling from within the nuclear fireball therefore cannot be one of these devices. The warhead was delivered to the detonation point at 48 kilometres altitude via a Mark IV Re-Entry vehicle on a high apogee trajectory, so the Thor missile delivery vehicle remnants were also not within the detonation area and is documented in the 1961 test plan.[29]
- The Bluegill Triple Prime nuclear test was observed by thousands of calibrated scientific instruments located on the ground, at sea, in the air and in space.[30] Therefore, **data exists** to examine the catastrophic effects that the nuclear blast had on the UAP propulsion system.
- Dr. Palmer Dyal, a physicist who studied the electromagnetic effects of the Operation Fishbowl shots, discovered a large, diamagnetic "bubble" that formed and existed for 10s of seconds after the Starfish Prime exo-atmospheric test.[31] Zinn stated that a much smaller diamagnetic bubble would have formed for Bluegill Triple Prime due to lower altitude, denser atmospheric influence and smaller yield.[32] It is therefore unlikely that this minor interruption of the Earth's magnetic field caused the UAP flight performance failure.
- Dr. Conrad Longmire, a pioneer in the research of high altitude EMP effects states that System Generated Electromagnetic Pulse (SGEMP) events can usually be damaging to aerospace objects not hardened sufficiently against such attacks.[33] Charles S. Grace of the Royal Military College of Science states that typical hardening techniques include enmeshing apertures with mesh screens, whose elemental dimensions are less than the electromagnetic waveform peaks and act as waveguides to dissipate its energy to the outside structure.[34] The smooth, seamless and apertureless construction of UAPs that is typically described by eye witnesses would act as a natural waveguide for EMP mitigation – therefore this mechanism is unlikely to be the reason for the flight disruption, unless the SGEMP created as a secondary effect of exposure to a high X-ray flux acts internally to cause catastrophic destruction of electronic components within the vehicle.[35]
- The most plausible mechanism for the UAP flight disruption during the Bluegill Triple Prime event is the high X-ray flux caused by the detonation of a XW-50-X1 warhead, which was used to test its capability as a Re-entry Vehicle (RV) kill platform. There is sufficient documentary evidence from Dr. Herman Hoerlin, J10 Group Leader at LASL during Operation Fishbowl, Bill Ogle and others to suggest that an enhanced X-ray warhead was used on Bluegill Triple Prime and not for the other 4 Fishbowl tests.[36,37,38,39]
- The Bluegill Triple Prime shot proved to be one of the most interesting of the Fishbowl series. For the first (and only) time, a series of shock and rebounding waves were clearly recorded, as can be seen in the partially redacted sequence of X-ray heated air.[40] This fact

proves it difficult to believe that the Department of Energy has misplaced this vital piece footage, which is of immense National Security significance to the United States.

- There have been postulated five possible kill mechanisms for use against Re-entry Vehicles: (1) crushing or breaking up the R/V from blast effects (2) neutron heating and melting of the fissionable materials contained within (3) ablation of the surface materials to the point where the R/V cannot survive re-entry (the Columbia spacecraft disaster is a modern example of this) (4) thermomechanical loading generated when the R/V is exposed to thermal radiation of a blast at intermediate altitudes and (5) X-ray induced impulsive loading (spallation) of the R/V surfaces by absorption of a weapon detonated at near vacuum conditions. It is posited here that this last mechanism was responsible for the flight interruption of the unidentified object following the R/V during its terminal flight phase.[41]
- The primary objective of the instrumented pod program in Fishbowl was the investigation of the ablation, thermomechanical, and X-ray kill mechanisms. Bluegill Triple Prime provided the opportunity to evaluate the thermomechanical kill estimates.[42]
- The 3 instrumented- pods deployed from the Bluegill Triple Prime carrier Thor missile prior to R/V separation were recovered and in good condition, with pod B2 sustaining minor impact damage. All pods were radioactive, with the highest reading 14 r/hr recorded 8 hours after the event.[43]
- A luminous cloud of bomb debris in the form of plasma was contained by the atmosphere and rose relative to the fireball as a whole, eventually pushing through the top of the fireball to an altitude of 80km.[44]
- The XW-50-X1 warhead was the only available warhead at the time that could accomplish the objectives of the Bluegill shot.[45]
- The rockets used for the radar and communications attenuation experiments were launched before and after the detonation to be in the correct position to capture the required data.[46]
- If the UAP involved in this incident used some form of nuclear propulsion system, it seems entirely possible that the thermo-mechanical spall mechanism described by Ristvet et. al. interfered with the structure of the nuclear fuel source and possibly the structure inside the craft, causing the flight interruption. The High Explosive Squash Head (HESH) munition used to defeat mechanised armour via interior spalling of the wall plating is a well-known offensive method to the warfighter.[47]
- The following U.S. Navy vessels were involved in various recovery operations of the instrumented pods and rocket nose cones after the Bluegill Triple Prime test: USS John S. McCain (DL-3), USS Engage (MSO-433), USS Safeguard (ARS-25), USS Princeton (LPH-5), USS Henry County (LST-824). The deck logs of these vessels record the recovery of various “anomalous” pieces of debris in the hours following the nuclear test.[48,49,50] Attachment 4 displays the ship positions in relation to the test Surface Zero.
- Two vessels were “unofficially” involved in a separate recovery operation in the days after the event, even after all the pods had been recovered. These vessels were the *Diver* class salvage ship USS Safeguard (ARS-25) and the unique “one-of-a-kind” recovery vessel USNS Point Barrow (T-AKD-1). Crewmembers of the USNS Point Barrow were

later found to have had the second highest exposure to radiation of all ships involved in Operation Dominic (84 ships in total), despite having **no official duties** that exposed them to **ANY** type of radiation.[51,52,53.54]

- The USNS Point Barrow deck logs were found to be "missing" in 1983 by the Kaman Tempo Group, who were undertaking a study for the U.S. Government regarding the high incidence of cancer in the service personnel who participated in nuclear weapons testing during Operation Dominic and the Operation Fishbowl sub-project.[55] The USNS Point Barrow underwent significant refurbishment, and in 1976 was re-commissioned in the U.S. Navy as the USS Point Loma (AGDS-2).[56] The deck logs of the USS Safeguard mention the presence of the USNS Point Barrow in the "off the books" recovery mission.
- Between 12:00 – 16:00 on the 31st October 1962, US Navy civilian Joe D. Pumphrey and two US Marine Corps enforcement Master of Arms non-commissioned officers from the Joint Task Force 8 HQ (S/SGT. W.D. Kilgore and SGT G.E. Detson) boarded the USS Safeguard as passengers for the "*Special Operations*". The USS Safeguard then left its anchor off Johnston Island between 16:00 - 20:00 the same day, however the USS Safeguard ship logs for the remainder of October 1962 or the entirety of November 1962 make no mention of Pumphrey, Kilgore or Detson disembarking the ship. Therefore, their visit to the USS Safeguard lasted less than 4 hours.[57] This is therefore believed to be a U.S. Navy debriefing session for the crew of the USS Safeguard regarding the extraordinary crash retrieval operations that had taken place in the previous days.
- The cover page of the Advanced Theoretical Physics conference, May 20-25 1985 has "Top Secret / Restricted Data Sigmas as required" which pertains to nuclear weapons designs. ATP conference attendees Oke Shannon (LASL), Bob Wood (Douglas Air Corporation), and BDM (Nike Zeus contractor) all represented entities that had heavy involvement in the Bluegill Triple Prime test.[58]
- Interestingly, Ogle notes in his report that on June 13 1960, General Nathan F. Twining, Chairman of the Joint Chiefs of Staff, sent a memorandum to James Douglas. then acting Secretary of Defense, to present the JCS on the important issues and status of the Geneva talks. He referred to an August 21. 1959, JCS memorandum to the Secretary of Defense in which the Joint Chiefs presented their views that "*an adequate military posture for the U.S. will' not be attained until there is available a complete spectrum of weapons compatible with modern delivery systems which will make it possible to apply selectively adequate* ***force against any threat***."[59]
- Journalist Marik von Rennenkampf posted on X/ Twitter in the last quarter of 2023 a link to an Atlas F inter-continental ballistic missile re-entry vehicle test where an unidentified object can be seen pacing the re-entry vehicle. The only clue to which test this was a reference to "*Test 103*". [60] This footage was determined by the All-domain Anomaly Resolution Office (AARO) to be suitable for entry in the *National Archives Catalogue Record Group 330: Records of the Office of the Secretary of Defense - Unidentified Flying Object (UFO) Sighting* category in 2023.
- My subsequent investigations have positively identified this test as the Atlas 8F missile test 103 from Launch Centre 11 at Cape Canaveral into the Atlantic Missile Range on 19th September 1962. The first 3 minutes of the footage displays the penetration aids and

decoys that have been deployed to disrupt enemy radar tracking. At the 3:30 minute mark, the camera operator (again in a modified KC-135 aircraft) moves the focus to the Avco Mark 4 re-entry vehicle (RV), which has an onboard C-band tracking beacon to allow the camera operator to discriminate between the RV and the penetration aids and decoys.[61]

- At the 4:40 minute mark, after the penetration aids and decoys have burnt up during re-entry, an object appears to phase itself into existence alongside the RV, which is travelling at a nominal speed in excess of 20,000 feet per second, or 18 Mach Number. This is the speed stated in the post-flight test report of the Atlas 8F missile performance.[62]
- A number of anomalous objects during the Atlas 8F were captured by on-board camera, fitted to observe separation sequences. Page 14 of the USAF / NASA post-flight test report states that the objects' "*origin or identification could not be determined*".[63]
- Lawrence Preston Gise was the Assistant Director of the Atomic Energy Commission's Division of Military Application in the lead up to the Operation Fishbowl series.[64] The Director of DMA at that time was Brigadier General Alfred Starbird, who later became the commander of Joint Task Force 8 for Operation Dominic. The AEC office that coordinated the Los Alamos, Sandia and Lawrence Livermore laboratories production of the nuclear devices for the atmospheric weapons tests series was the Albuquerque Operations Office, and this is the most likely place the object debris was transferred to in November 1962. Lawrence Preston Gise was also the Deputy Director of the AOO in 1961 and became Director in 1964.[65] The AOO had overall responsibility for the declassification of the Fishbowl XR Summary footage in 1998, which contains the KETTLE 1 and KETTLE 2 footage. Gise was the grandfather of Mr. Jeff Bezos, owner of the Blue Origin aerospace company. Physicist and senior aide to US President John F. Kennedy, Dr. Harald Malmgren has publicly claimed that Gise had worked with recovered UFO debris.

For further information, please contact:

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All references are in the following format:

Documents: URL, actual document page / pdf page.

Footage: URL, timestamps in HH:MM: SS

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ATTACHMENT 1

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21 October 2023

Ms. Edith Chalk
Director, Office of Classification
EHSS–60/Germantown Building
U.S. Department of Energy
1000 Independence Avenue SW
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Dear Ms. Chalk,

This is a request for a mandatory declassification review (MDR), under the terms of section 3.5 of E.O. 13526 of the following Department of Energy footage:

Department of Energy (1962). ***Starfish Prime Interim Report By Commander JTF-8***

https://archive.org/details/StarfishPrimeInterimReportByCommanderJTF8

Specifically, I request the redacted footage of the BLUEGILL TRIPLE PRIME high altitude nuclear test located between the 49-minute mark and the 51-minute mark of the footage referenced above be declassified in full. I ask that the Department of Energy release all reasonably segregable material related to this sequence. I believe that this information is no longer subject to classification under the Atomic Energy Act of 1954 (Restricted Data/Formerly Restricted Data), as the RD/FRD footage of the CHECKMATE, TIGHTROPE and KINGFISH high altitude tests were declassified in full in 1998. The footage of these tests is also contained in the "Fishbowl XR Summary" sequence between the 34-minute mark and the 1 hour 9-minute mark (Attachment A).

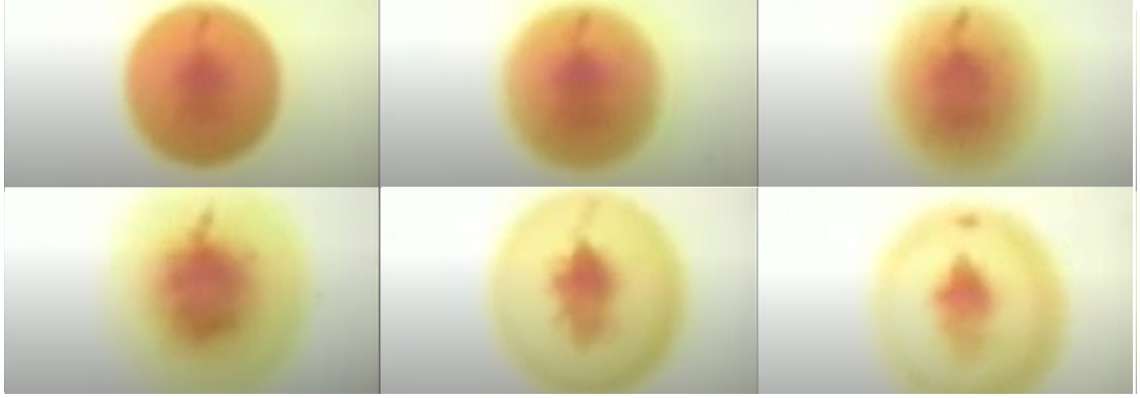
Thank you.

[redacted]

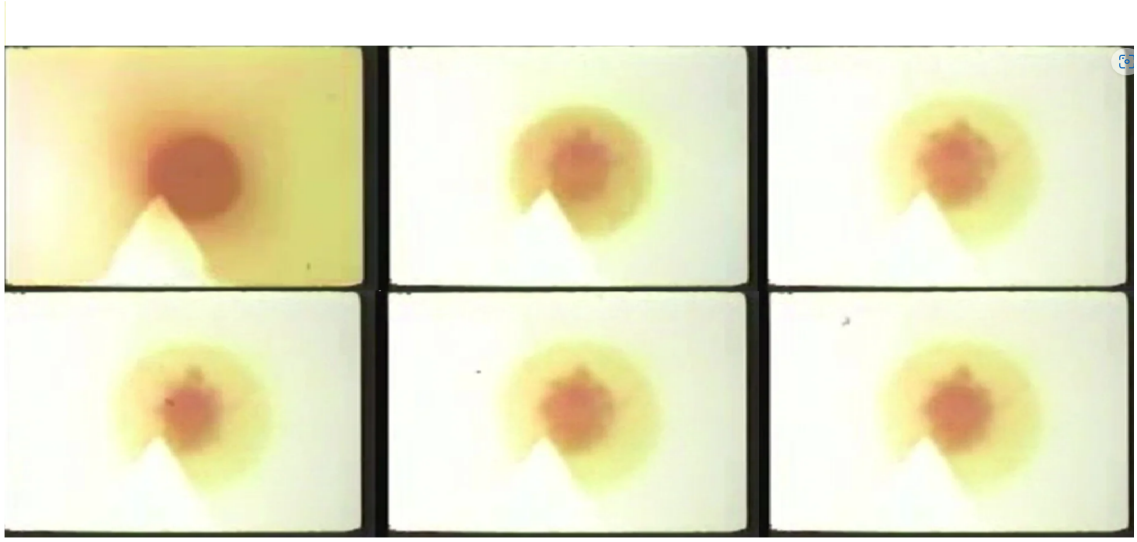
Mr. Geoffrey P. Cruickshank B.IT, M.IEEE

Security Consultant / Member of the Scientific Coalition for UAP Studies

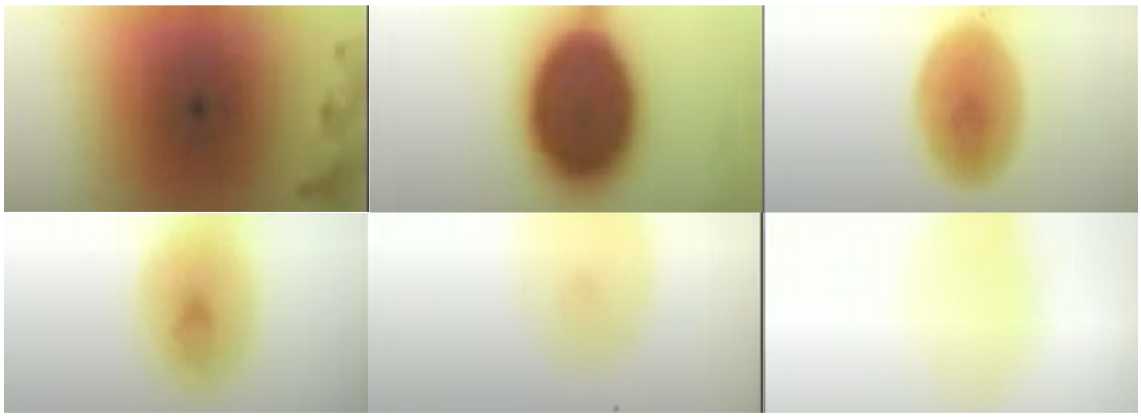
A



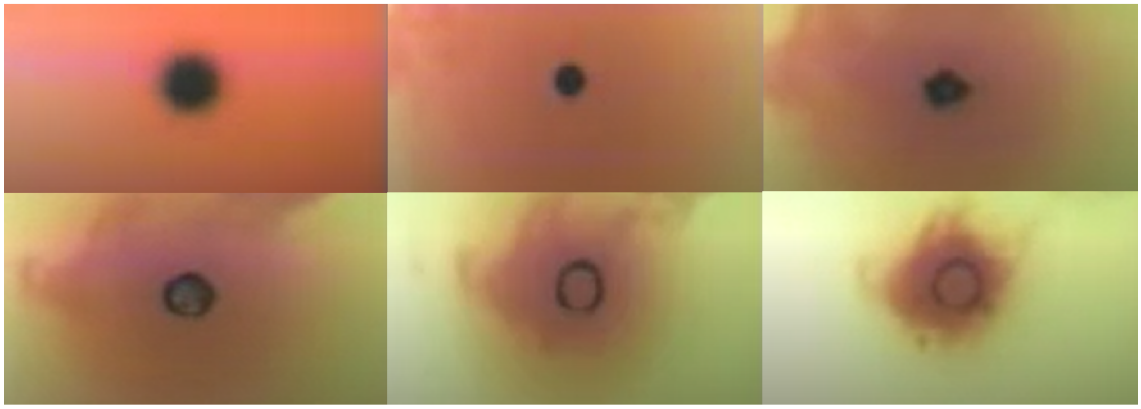
Checkmate: October 19 1962 Altitude: 147 kilometres (91 mi) Yield: <20 kilotons.



Bluegill Triple Prime: October 25 1962 Altitude: 48.32 kilometres (30.02 mi) Yield: 200 kilotons (Note sanitization applied to where object falls from)



Kingfish: November 1, 1962 Altitude: 97.24 kilometres (60.42 mi) Yield: 200 kilotons



Tightrope: November 4, 1962 Altitude: 21.03 kilometres (13.07 mi) Yield: 10 kilotons

Data Source: Department of Energy "FISHBOWL X-RAY SUMMARY" 1998
https://archive.org/details/StarfishPrimeInterimReportByCommanderJTF8

Department of Energy
Washington, DC 20585

June 28, 2024

Mr. Geoffrey P. Cruickshank
Industrial Automation & Security
P.O. Box 40355 Casuarina
Northern Territory
Australia 0810

Subject: Mandatory Declassification Review Request 2024-0001

Dear Mr. Cruickshank:

This is in final response to your request for Mandatory Declassification Review under section 3.5 of Executive Order 13526, *Classified National Security Information*. In your request, dated October 21, 2023, you requested the review and release of footage from the following film:

"Department of Energy (1962). Starfish Prime Interim Report By Commander JTF-8"

The Office of Classification forwarded a search request to organizations within the Department of Energy (DOE). The search, however, did not locate any existing film footage that fits the description of your request. Therefore, I am unable to provide the requested film.

Pursuant to Title 10, Code of Federal Regulations (CFR), section 1004.7 (b)(2), I am responsible for the determination that no responsive records exist in the DOE.

Pursuant to 32 CFR 2001.33, the adequacy of a search may be appealed in writing within 60 calendar days of receipt of a letter denying any portion of the request. The appeal should be made to the Associate Under Secretary for Environment, Health, Safety and Security, 1000 Independence Avenue SW, Washington, DC 20585-1615. The written appeal, including the envelope, must clearly indicate that a Mandatory Review Appeal is being made. The appeal must contain all other elements required by 10 CFR 1045.53.

Further review will thereafter, be available to you, limited to areas involving National Security Information, from the Interagency Security Classification Appeals Panel.

I appreciate the opportunity to assist you with this matter. If you have any questions about the request or this correspondence, please contact Mr. Scott McFadden, of my staff, at [redacted]

Sincerely,

Acting Director

for Edith A. Chalk
Director
Office of Classification
Office of Environment, Health,
Safety and Security

ATTACHMENT 2

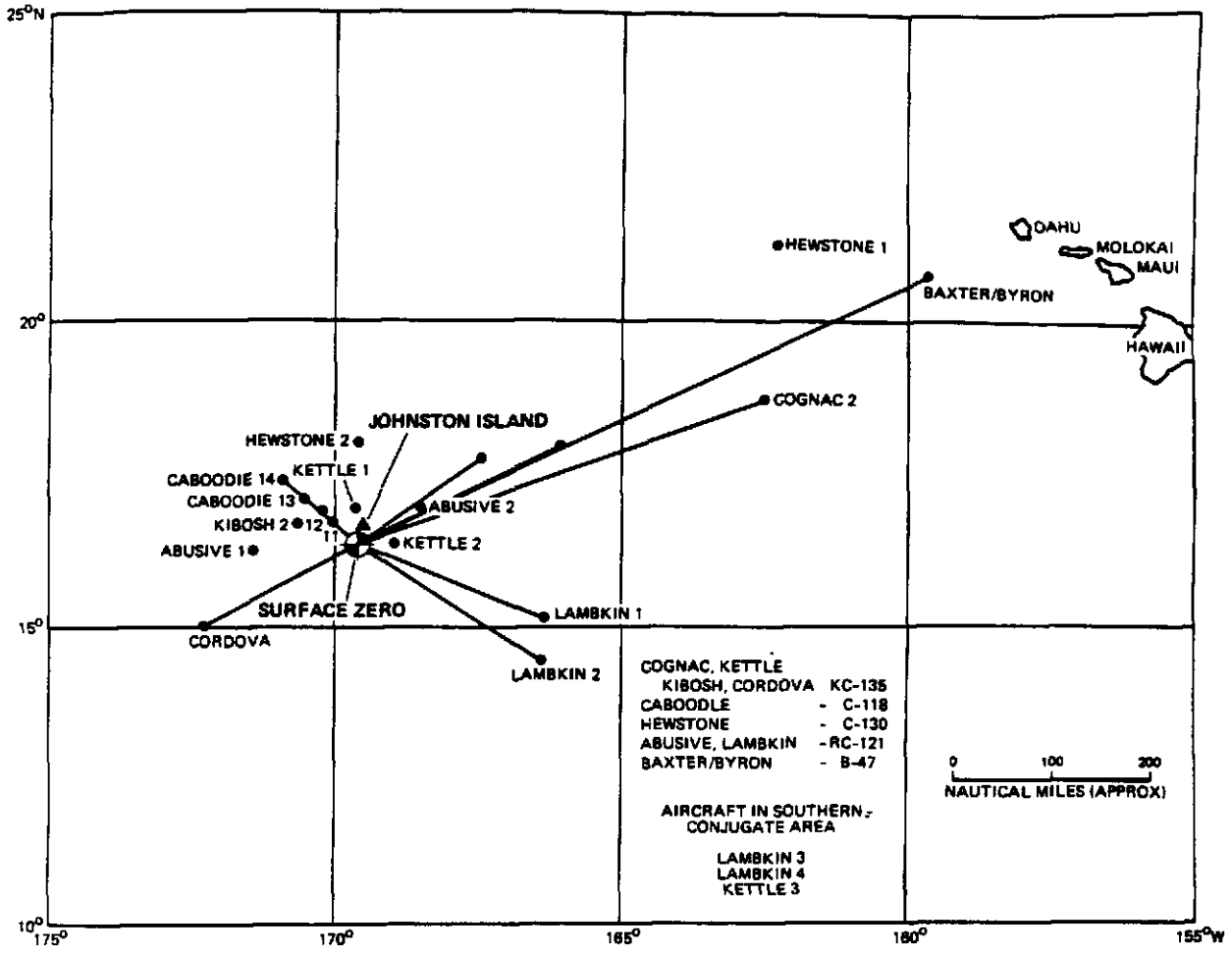


Figure 105. Aircraft array for DOMINIC, BLUEGILL Triple Prime (source: Reference C.2053, Appendix E).

ATTACHMENT 4

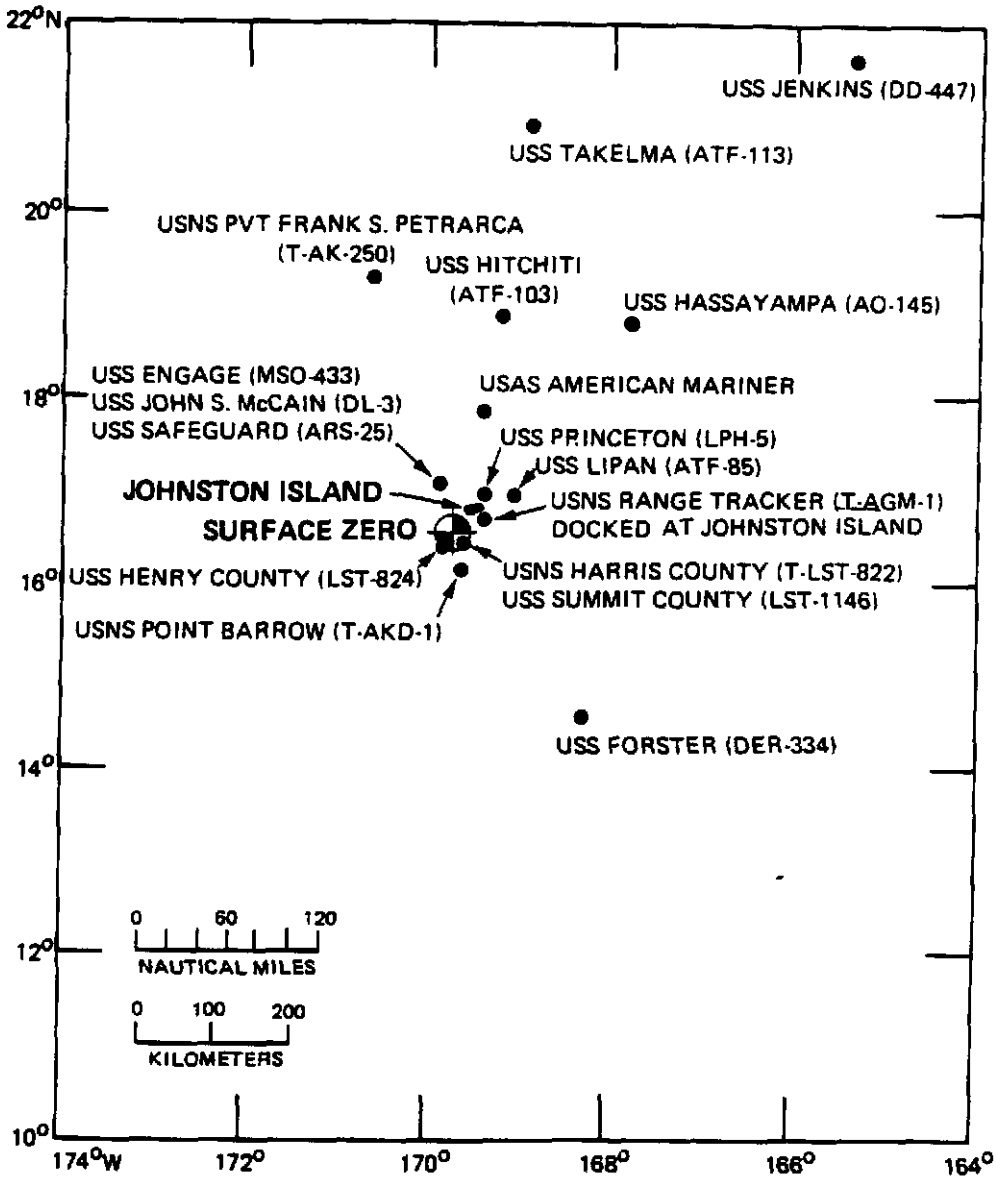


Figure 106. Ship positions, DOMINIC, BLUEGILL Triple Prime.